THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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Det Bel Hale & Windsor Ferry, O 67

AROUND THE LAKES.

CLEVELAND.

Captain James Parsons, formerly of the steamer Alpena, will be master of the new steamer building at Oade's yard, Detroit, for Hebard & Son.

Captain Jack Lane, owner of the D. M. Wilson, Manistee and Chester B. Jones, and who is interested in other good ones, was in the city this week from Buffalo.

It is expected that the new vessel being built for Frank Perew, of Buffalo, by Messrs. Quayle's Sons, will be launched on Saturday, January 21st. at their lower shipyard.

Captain F. J. Miner, of Detroit, has been appointed master of the schooner Annabelle Wilson, recently purchased of Captain Thomas Wilson, by Hebard & Son, Detroit. The Annabelle Wilson, is laying up at this port.

Captain A. Drake, of Dunkirk, N. Y., who has been appointed by the Inland Lloyds to inspect the vessels laid up at this port has been busily at work during the past week in this city. It is safe to say that the rating or class of the iron and steel vessels with water bottoms will be raised and those appearing A1. will have a star attached.

Captain A. C. Chapman, who has been sailing the steamer City of Rome, has resigned his position in the employ of Smith & Davis and accepted the command of the triple expansion steamer Aurora, owned by John Corrigan. Smith & Davis express regret that Captain Chapman is obliged to leave their service and that they have been entirely satisfied with his management of the City of Rome.

John W. Averell, the owner of the tug Helene, began a suit in the United States court Wednesday against the tug Cushing. It is claimed that on March 20, 1887, while the tug Cushing was bringing the schooner Charles L. Hutchinson from Kelley's Island to Cleveland she ran out of coal. The lake was full of ice and the tug Helene went to the relief of the Cushing and supplied her with coal. For this service $500 is demanded.

Meteorological summary for the week ending January 18 1888:

Mean barometer	30.38
Mean temperature,	21.0
Mean humidity	78.3
Total precipitation	.82
Prevailing direction of wind	NW.
Total wind movement	1878
Av. cloudiness	7 8
Av state of weather	Cloudy.
Max temperature, highest	45.0
Min temperature, lowest	4 5

W H. HAMMON, Sergt. Signal Corps, U. S A.

At the meeting of the national brotherhood of marine engineers, held in this city last week the following officers were elected: Grand chief engineer, Christopher Castle, of Cleveland, last season in the propeller R. R. Rhodes. First grand engineer, Henry A. Howe, of Cleveland, last season in the propeller Spokane. First grand assistant engineer, Thomas J. Teahan, of Detroit, last season in the propeller R. P. Fitzgerald. Second grand assistant engineer, Albert Bailey, of Chicago. Third grand assistant engineer, Charles Van Avery, of Chicago, last season in the propeller Burham. Grand guide, William McKetterick, of Detroit, last season in the propeller D. Coffinberry Grand chaplain, George Ellsworth, of Cleveland, last season in the propeller Bulgaria.

List of vessel sales from January 1st. 1887, are as follows: Hiram Henderson to C. E. Benham, 1-16 of the schooner Kate Winslow, for $1125. B L. Pennington to Thomas Wilson and J W. Wescott, his interest in the schooner M. E Tremble, for $5,000. Thomas Wilson, R M Lourblin, W. D. Ries, M. E. Tremble to W. M Mack and Fred Sc[illegible] for $18.000. Wm Cusick to Captain Wm. R bins n, his interests in schooner Fr[illegible] Siegle, for $425 C E. Merrick et al. Hiram Henderson, interests in schooner M[illegible]y for $7 000 J. H. Palmer to C. E. Benham, interest in the schooner Zach Chandler for $2500. Thomas Wilson to Hebard Bros., schooner Annabelle Wilson, for $25,000. Geo. Warmington et al. to the Mercantile Insurance Co., schooner S. F. Tilden, for $1940. W. S. Richardson to Palmer and Gordon, his interest in schooner Bennett, for $2,250. O. S. Richardson to Palmer and Gordon, his interest in schooner W. L. Wetmore, for $3750. Thos. Fitzpatrick to E. B. Hale, his interest in steamer Geo. T. Hope, for $6200.

We called on the fire boat this week and found a crew of fine looking men, hale, hearty, and to all appearance fully equal to the work they have to do. After going through their quarters, which, if not quite so roomy as some might desire, were real clean and comfortable. We went up into the pilot house, and while enjoying a cigar with the courteous master, Captain John Moffet, he kindly gave us a statement of the work performed by them since they went into commission in October 1886. It is as follows: Number of fires attended, 101; number of fires worked on, 29; number of hours work at fires, 64¾; number of miles run to fires, 212¾; number of feet of hose used, 5700, besides spending a large portion of the winter months, breaking ice in the river. The number of miles, run breaking ice, 274¾; the number of hours work breaking ice, 72¾. They also spend a large portion of their time making the repairs that constant service bring about, for they do all the work themselves that they can. The little house on the dock is to be replaced by a structure which will cost about twelve hundred dollars to be used as a work shop and for other purposes. While engaged breaking an ice gorge in the river between the viaduct and Jefferson street bridge a short time ago a log got foul in the wheel and broke it disabling her for a short time. The broken wheel which was 6 feet in diameter is to be replaced by one 7 inches larger. Captain Moffet thinks he has not power enough for a boat carrying sixty tons of machinery and says if he could have two engines 16 by 18 inches in the place of the single 22 by 24 he now has, he could do more efficient work in times of great need. We are glad to see the favorable showing made by the fire boat. The city needed such facilities for protecting its self against the ravages of the fire fiends and this report clearly shows that the establishing of the Cleveland fire boat was an act that reflects great credit upon the part of the city authorities.

MT. CLEMENS.

Special to the Marine Record.

The new barge, built by the F. B. T. Co., was purchased by Hibbard & Son, of Lawrence, Lake Superior, for $25,000. She is intended for the lumber trade.

The Annabel Wilson, built here last winter by the same company, has been purchased by the same parties, for $25,000

They have just laid the keel for a new propeller, the dimensions of which are: Length of keel 195 feet, beam 35 feet. She will be double decked; depth of main hold 14 feet, second hold 9 feet, over all 212 feet. She is intended for passengers and freight between Manistique and Tonawanda. She is to be ready for the trade by July next. Mr. Archie Stewart, of Port Huron, is the builder. This is the fifth boat he has built here for the same company, under the supervision of Captain Dulac. L.

LUDINGTON.

Special to the Marine Record.

Winter navigation between Milwaukee and Ludington, and Manistee has not been delayed by ice at all until this last blizzard.

No. 1 and 3 of F. & P. M. R. R. line, are waiting weather. No. 2 is in Milwaukee, waiting to come east. The R. R. Co. are making extensive repairs to this dock as well as to dock at elevator.

The piers at present writing is full of slush ice.

On No. 3, last trips east she passed through about ten miles of new made ice on west shore, from one to three inches thick. D.

CHICAGO.

Special to the Marine Record.

The schooners Skylark and Charles Luling were towed to the Iowa elevator Monday to load corn for Georgian Bay ports, and 3½ cents were named as the freights to be received.

Chicago elevators contained last Saturday evening 5,429,570 bushels of wheat, 1,732,439 bushels of corn, 919,706 bushels of oats, 24,410 bushels of rye, and 344,075 bushels of barley. Total, 8,450,200 bushels of all kinds of grain, against 20,232,055 bushels a year ago. For the same date the secretary of the Chicago board of trade states the visible supply of grain in the United States and Canada as 43,243,353 bushels of wheat, 6,953,154 bushels of corn, 5,751,251 bushels of oats, 314,201 bushels of rye, and 3,223,886 bushels of barley. These figures are smaller than the corresponding ones a week ago by 613,838 in wheat and larger by 555,400 in corn. The visible supply of wheat for the corresponding week a year ago decreased 522,014 bushels.

Captain Joseph Schucknecht, formerly a tug captain at this port, has been taken to the Washington, D. C. insane department. A subscription is being gotten up for the benefit of his wife and family, who need assistance.

Captain Simon O'Day, of the steambarge Hickox, was here from Muskegon on Tuesday. He informed your correspondent that a large meeting of the citizens of Muskegon was held Monday last for the purpose of obtaining an appropriation for improving Muskegon harbor. A committee was appointed to inquire into the requirements and to go to Washington to present same to congress.

Captain John Jurgen, of the tug J. H. Hackley, which is doing the work at the water works crib this winter, narrowly escaped drowning Sunday morning, when coming in from the crib. The ice was very thick, and on the arrival of the tug in harbor the captain started to walk ashore upon it when it broke and he went through. He kept himself up by swimming nearly twenty minutes and then got on to some heavy ice and was rescued by the crew.

Captain Edward H. Dykes, of the schooner Eveline Bates, was in Chicago Tuesday. He informed your correspondent that the new steambarge, built by T. W. Kirby, is ready for launching. The steambarge, building by the Grand Haven Shipbuilding Co., for Davison, Homes and others, of Chicago, is all up in frame and the ceiling nearly completed, and that H. Bloecker & Co.'s machine shops are full of work, building marine engines.

At Miller Bros.'s shipyard, the tug O. B. Green is in drydock for a new shaft and the tugs G. W. Gardner and A. Mosher for new wheels. A large force of men are still at work on the steamship Bulgaria, which has been in drydock since the 22d of December. It has been found necessary to square fasten her all over, inside and out, and to put in her ceiling from one to four spikes in each plank. Many planks were found without any fastening for from fifteen to twenty feet, and one plank, forty feet long, was fastened on the lower edge with only one spike at each end. At the butt and the upper edge there was only just fastening enough to keep it in its place. Her main decks were fastened with cut nails which will be replaced with wrought spike. It is reckoned that seven or eight tons of bolts and spikes will be used before the work on her is completed. She will also be recalked from her keel up, as in several places daylight can be seen through her ceiling and plank. She is owned by James Corrigan, of Cleveland, and built by Jas. Davidson, West Bay City, and came out last fall in time to make three round trips. She was classed A1* by Inland Lloyds, and it appears strange that she should require so much work done upon her this winter to enable her to maintain the same class at the opening of navigation.

Captain George W. Naghten, formerly of the schooner G. W. Naghten, died of consumption at 1 o'clock p. m., January 16, at his residence, No. 9 Palmer avenue, Chicago. He will be buried at Graceland cemetery, Thursday, January 19 at 11 a. m., by the Covenant lodge A. F. A. M. He was greatly respected among his fellow vesselmen, and leaves a widow and several children to mourn the loss of a good husband and father. He was insured in the Masonic society for $2,500, and in the Ancient Order of United Workmen for $2,000. Many of his old marine friends will follow his remains to their last resting place.

Davison & Holmes, vessel agents, sold the schooner Myrtle for A. A. Bigelow to Thos. Monson; consideration, $3,300.

A meeting of the vessel owners' mutual benefit association was held at their offices, 236 South Water street, Tuesday afternoon, and was largely attended. The questions of towing and unloading were discussed and committees were appointed to confer with the managers of the tug lines, the lumber merchants, and the unloaders' union, and endeavor to have something done to mitigate the evils and delays attending towing and unloading at this port.

L. S. Sullivan, of the firm of Sullivan & Hubbard, vessel agents of Toledo, passed through Chicago, on his way home from Milwaukee, where he had purchased the schooner John Schutte.

There was a meeting on Tuesday at the board of trade rooms of members of the Lake Carriers' Association of Chicago for the purpose of taking action toward carrying forward the proposed establishment of a naval reserve on the great lakes. Lieut. Caldwell, of the United States navy, was present, and stated that since Secretary Whitney had strongly recommended the establishment of an auxiliary to the navy, an effort had been made to form a naval reserve, and that he had been sent to examine the vessels along the lakes to report their condition as regards their availability in the event of war. It was proposed to establish a reserve, and if there were no vessels that could be used, then certain plans and specifications would be offered to so modify those that might be constructed that they could be used as cruisers. After hearing Lieut. Caldwell, the association appointed a committee to draft resolutions to be presented to congress. WILLIAMS.

TOLEDO.

Special to the Marine Record.

A novel craft is being built here by Captain E. Doville and J. W. Cooke, at the old lumber yard formerly occupied by Curtiss and Brainard. This craft is to be used as a sandsucker and is 130 feet long, 20 feet 6 inches breadth of beam and 6 feet depth of hold. Her sides are six inch pine and her bottom three inch oak. She has five gunwales of six inch pine. She will be bolted and fastened in the best possible manner. She will have two steeple compound engines built by Thos. Murphy of Detroit, dimensions 8 and 16 by 12. Each engine will have a separate shaft and wheel, the diameter of each wheel being four and one half feet. These engines will be fed by two Scotch type boilers 5 feet diameter and 8 feet long, built by Ricard & Ricard of this port. They will be 7-16 shell and allowed 150 lbs steam. This craft will have two Cataract pumps. These pumps are 8 inch in diameter and will be placed forward, one on each bow, so that they will not be detained by the boat drifting over on the sucker when working as was the case with the Commerce, another craft of the same type owned and operated by these parties, whose pump was a little abaft of midships. The Commerce had only ⅛ pump and has been loaded with 30 cords of sand in two hours and ten minutes. The new craft will carry about 65 cords and having two pumps, it is expected that her average time loading the 65 cords will be about the same as the Commerce average time loading 30 cords which was from three to four hours. Another advantage in the new craft, over the Commerce is in placing the pumps forward so that the sand will run down the inclined decks of its own accord. Her bulwarks are three feet high and like other craft of this type she carries all her load on deck. She will be launched about the opening of navigation. The gentlemen engaged in this enterprise are full of push and their success is warranted. Parties who have seen many other craft of this kind and have seen this one's plans claim she will be the first on the lakes. Success to Doville & Cooke.

The nuptials of Captain Lewis M. Stoddard, the young and gallant commander of the steamer Evening Star, and Miss Laura Belle Hitchcock were celebrated on the 14th, at Grace Episcopal church, on Stickney avenue, the ceremony being performed by the rector, Rev. Abraham Hopkins. The church was filled with admiring friends of both parties, and the affair was pleasant and successful in every respect. The bride was dressed in ashes-of-roses silk. Miss Stoddard wore a pretty gobelin blue, and Miss Neil Norton a dull colored silk. After the ceremony the pair were driven to the residence of Mrs. Stoddard's uncle, Mr. J. G. Norton, where a pleasant reception was given, after which they started on a brief wedding journey. They will return Friday, when another reception will be tendered them at the residence of Captain Stoddard, sr., on Chase and Columbus streets.

Captain T. Rooney, and Wm. Robertson, have purchased one-third of the schooner W. H. Rounds, from Richard Day. The purchasers are now the sole owners of this vessel.

The schooner Montana, is receiving new sister keelsons and new deck.

The barge Brooklyn, is receiving new rail, stancions, stringer, bulwarks, plankshear and a few strakes of plank, just below plankshear, on the port side. She received similar repairs on the starboard side last winter.

The Anna P. Grover, is also receiving repairs on the starboard side to about the same extent, she having been rebuilt on the port side two years ago.

The tug Green, is receiving slight repairs in the way of a few new plank above the water line and part new fender strake. Dutchy Harmon, will be out in her as lively as ever next spring. E.

PORT HURON.

Special to the Marine Record.

One year ago last October, the steambarge Missouri was bound down, with five barges in tow, and when about two miles above Lexington, on Lake Huron, she met a fleet of schooners, bound up, with the wind a little southwest of south, and very strong; so strong that she was scarcely making headway. All of the schooners but one went to the starboard side of the tow, while this one, the Marion W. Paige, sailed right through the tow, hitting the barge Saginaw, knocking a large hole in her and making her a total loss. As Captain Little, her owner, is a poor man, we would like to see him get his pay, which, no doubt, he will. The suit will be tried in Detroit this week, and it remains to be proven which was at fault, the Missouri or the Marion W. Paige.

Captain Wm. Lyon has command of the tug Merrick this winter at Fort Gratiot, where she is used as an ice-breaker for the relief of the car ferries.

The Wolverine and Dunford & Alverson's drydocks are doing a rushing business this winter.

The steamer Mary has been laid up for the winter, the river having closed up as far as China. MOONLIGHT.

MARITIME LAW.

THE PULASKA—STORAGE OF WHEAT NOT MARITIME CONTRACT—IMPROPER STORAGE.

District Court of the United States for the Eastern District of Michigan.

In Admiralty.

A vessel at the close of navigation on the lakes received on board a cargo of wheat under an agreement to hold the same in storage during the winter, and if not discharged by the shippers upon the opening of navigation in the spring, to transport the same wherever ordered for two and a quarter cents per bushel storage and the current rates of freight for transportation. Held, that the contract was not maritime and the court of admiralty had no jurisdiction of a suit brought for damages received during the winter by improper storage.

On exceptions to libel.

The libel averred that on December 7, 1886 libelant shipped on board the Pulaski, at the port of Detroit, about twenty-four thousand bushels of wheat, to be held and stored on board said schooner until the opening of navigation in the following spring unless sooner discharged by the shippers, and if not discharged, to transport the wheat to Buffalo or other ports, for the considera tion of two and a quarter cents per bushel for proper storage during the winter and the going freight for transportation to Buffalo or other ports after the opening of navigation. The libel further averred that by reason of the hatches not being properly covered and protected, moisture gathered in the wheat causing the same to became heated and damaged to the amount of about $700. Claimant demurred upon the ground that the cause of action was not within the jurisdiction of the court and that there was no lien upon the schooner for such breach of contract.

Mr. F. H. Canfield for libelant.

Mr. H. H. Swan, for the claimant.

Brown, J.

I am informed that contracts of this description have become quite common upon the lakes, the shipper thereby finding a convenient and cheap storage of his wheat upon the vessel and the latter a profitable employment, during the idle season. If the storage were a mere incident to the transportation; as for instance, if the wheat were taken on board with the understanding that the vessel should sail as soon as a tug or consort should be procured or as soon as the ice should leave the harbor I should have no doubt that the vessel would be liable for any damage received by the cargo by reason of improper storage while awaiting departure. In such case, the storage being a mere incident of the transportation, the whole contract would be adjudged to be maritime, and a suit would lie in the admiralty for any damage occasioned after the cargo was received on board. But in this case the contract is primarily for storage and the transportation is a mere contingency, possible or probable in the future. The wheat is received subject to the order of the shipper who may demanda redelivery the next day; and even if it were definitely understood that the wheat was to be transported upon the opening of navigation to a distant port, the fact that a separate price was charged for the storage during the winter would tend to show that in fact there were two separate contracts, one only of which was maritime. The fact that the warehouse is a ship or is water borne is of no importance, since floating warehouses are not uncommon upon the western rivers and by no means unknown upon the seaboard. To be the subject of an admiralty lien for a breach of contract, the vessel must be at the time engaged in commerce and navigation or in preparation therefor.

The Hendrick Hudson, 3 Ben. 419. And the service must be maritime in its nature. A raft of cypress logs, 1 Flipp. 543 Gurney v. Crockett, Abb. Adm. 490 the John T. Moore, 3 Wood, 68.

This case is really of the same nature as a claim for winter wharfage, passed upon in this court and affirmed by the circuit court in the Murphy tugs 28 Fed. Rep. 429. The exceptions must be sustained and the libel dismissed.

January 9, 1888.

A MODEL SHIPYARD.

To F. W. Wheeler must stand the credit of building nearly fifty ships. It is he that should be given a large share of the honor for making our reputation as a shipbuilding point. And while the city has gained influence and fame in this line, the acquirements of Mr. Wheeler in the same direction have been equally as great. Marine men have told us that there is not another builder on the lakes who has turned out so many A1* boats as has Mr. Wheeler, and a perusal of Lloyd's inland register seems to verify that claim.

In this article we may properly append a list of the boats Mr. Wheeler has sent out to sea, everyone of which, with one exception, is doing service to-day on the great fresh water seas:

	Built.	Tonnage.
PROPELLERS.		
C. A. Forbes	1878	42
A. H. Morrison	1880	87
Conemaugh	1880	1,453
Lycoming	1888	1,423
Saginaw Valley	1881	592
Clyde	1881	1,158
Fred McBrier	1881	355
Osceola	1882	787
Kittie M. Forbes	1883	775
W. A. Avery	1884	1,035
B. W. Arnold	1885	674
T. S. Christie	1885	516
Alex Folsom	1885	520
W. R. Stafford	1886	546
W. H. Stevens	1886	1,026
Os-ifrage	1886	246
Sitka	1887	1,227
F. W. Wheeler	1887	1,175
W. H. Gratwick	1887	1,175
Plow Boy	1887	72
TUGS.		
Challenge	1870	11
Eva English	1871	6
Fannie Tuthill	1873	15
Cora B	1874	17
W. S. Carkfn	1875	15
Charles Lee	1876	9
Maran Teller	1879	17
George W. Cuyler	1880	28
Maud S	1881	34
Handy Boy	1882	15
E. V. Mundy	1882	7
Sarah Smith	1883	30
Tempest	1884	8
SCHOONERS AND BARGES.		
Hannah B	1879	99
Galatea	1882	576
Alta	1884	909
F. W. Wheeler	1884	775
H. A. Hawgood	1886	1.212
Mabel Wilson	1886	1,185
STEAMERS.		
Luther Westover	1877	102
Sea Gull	1879	119

Vessels are divided into three classes, A, B, and 00, and these are formed into grades A1*, A1, A1½, A2, A2½, B1, B1½, and 00. A1* is a perfect craft, and to-day Mr. Wheeler has no less than fifteen of these splendid works of his yard now upon the lakes. This rating is even held by the steamship Clyde which has seen six years of steady service, and we venture to say there is not another wooden boat upon the lakes that has ever made a record of this kind. All of the A1* boats referred to, will, with proper care and attention, retain that superior rating for ten years from the time of launching.

Mr. Wheeler is a comparatlvely young man. He is a native of New York state, but has resided in the Saginaw valley since he was twelve years of age. His father engaged in shipbuilding at Saginaw, and the boy was brought up in the same school. In 1875, recognizing the superior facilities for carrying on the shipbuilding business at deep water, he came here and has, by close attention to the details of his business, made a record that is truly gratifying.

The *Tribune* has deemed his yard well worthy of an illustration and a very faithful one is given. It is reproduced from photographs by Sterling, and represents two views, the main one from the river, taken from the railroad dock at the foot of Jefferson street. The first boat in frame is the steamship for David Whitney, of Detroit, which is nearing completion. The next, to the left, is the steamship Gogebic just before launching.

At the extreme left is the propeller Elfin Mere, launched a few days before and pulled into the slip to receive her finishing touches. In front of the Gogebic is the floating drydock, operated by Mr. Wheeler. It is occupied by the barge Jupiter, for calking and repairs. In the background to the left is the American chemical works with smokestacks towering above the building. The third smokestack to the right is that of saw mill No. 1. The building to the extreme right is saw mill No. 2, recently built. The barge to the right is one that was wai ing to be taken into the drydock.

The illustration in the lower left hand corner shows a view taken from a point west of the street and looks toward the river, showing the office, both sawmills, both steamships, and a busy throng of men at work, hauling timber, hewing, sawing and working up the oak into suitable dimensions for the two monster steamships under course of construction.

In the upper right hand corner is the very tasty residence of Mr. Wheeler on Litchfield street. It is a fine specimen of a modern structure.

The Wheeler shipyard comprises about twelve acres. It has side tracks from the Michigan Central railroad over which the oak, pine and Norway timber is received. In and about the premises about 475 men are employed the year round who receive annually in the neighborhood of $200,000.

Since the picture was taken, the Gogebic has been launched and gone to sea. In her place a keel is being laid for a steamship for Gratwick, Smith & Fryer, of Detroit. The capacity of the new boat will be 2,600 tons.

To the right of David Whitney's steamship another is already in frame. It is for Farwell & Adams, of Detroit, and will carry 2,600 tons. This simply represents how rapidly work is turned out at this representative institution.

In the course of two weeks the keel will be laid for another steamship on a point of land hidden in the picture by the barge in the right. It is to be built for Hawgood & Avery and will have a burthen of 1,800 tons.

To the left of the propeller Elfin Mere is a branch of Mr. Wheeler's yard. Here is located a third saw mill. Two boats are in course of construction, a steambarge of 1 200 tons for Mr. Wheeler, and a schooner of 1,600 tons for Hawgood & Avery. The latter firm has had two monster craft built by Mr. Wheeler, and were so well satisfied that they have returned to him for two more.—*Bay City Tribune.*

FRANKFORT MARINE REVIEW.

Sepcial Correspondence to the Marine Record:

FRANKFORT, MICH., January 5, 1888.

January 8. Propeller George D. Sanford made a round trip to Manistee, the first of the season.

March 10. Propeller John Dewar departed on her first trip; a channel was sawed in the ice from steamboat dock to harbor piers to let her out.

15. Harbor pier-head light was resumed.

18. The tug John Smith arrived from Manistee.

23. The tug D. P. Hall engaged in fishing; made a trip to Manitou island fishing grounds.

30. A belt of ice, ten miles wide, closed in on Lake Michigan. The propeller Dewar came within twelve miles of this port, but was forced to return to Manistee.

31. A steambarge was seen on the ice, seven miles abreast of this port.

April 1. Steambarge G. T. Burroughs arrived from Milwaukee. The Point Betsy life saving station opened, under command of Keeper H. Miller.

4. A heavy west gale was experienced. The schooner A. J. Dewey sailed past to seek shelter at the Islands.

8. Scow Minnehaha and schooner Thos. C. Wilson were the first sail arrivals. The next day the scow Charles J. Smith arrived from South Haven, laden with hay.

15. Propeller Lawrence (Captain Thorpe, lost on the Vernon in October), made her appearance and departed for Manistique, first craft for the Straits.

21. The new Frankfort life saving station, Keeper Thos. E. Matthwes, was opened.

26. The propeller Champlain, Captain Casey, called here on her first trip. (She was lost in June by fire, with considerable loss of life.)

May 2. Tug John Gregory was sold to W. E. Bates, of Cleveland, for $9,000.

6. The body of an unknown sailor was found; supposed to have been lost from the barges Menekaunee or Marinette.

11. The steamship Edward Smith with consorts R. L. Fryer, S. E. Marvin, J. W. Hanaford and Reindeer departed for Tonawanda with over 3,000,000 feet of pine lumber, the largest lot ever shipped from Frankfort.

13. Forest fires caused heavy smoke on the lakes, rendering navigation difficult. A fire broke out on the propeller Sanford and during the excitement Watson McGregor fell overboard and was lost.

30. The United States lighthouse steamer Dahlia called here.

June 4. United States revenue cutter Andrew Johnson arrived with life-saving station supplies. The tug John Cowan was launched at South Frankfort.

14. Schooner Merchant, Captain Decker, arrived from Cleveland, laden with oil.

16. Propeller Champlain left port on her last fatal trip. Six persons who took passage at Frankfort were lost.

28. Propeller Dewar is seized by owners of the opposition boat Sanford, on a mortgage and was run over to Milwaukee.

July 7. Steamyacht Inez was seized and taken to Manistee. The body of an unknown sailor, supposed to belong to the lost barge Marinette, was found at Burnham's pier and was buried.

17. Tug Hall towed the disabled schooner Myosotis to Sheboygan. She had lost her head gear by collision off Pyramid Point.

27. Propeller Dewar arrived from Milwaukee. The United States court turned her over to her owner, E. G. Chambers.

August 2. Schooner Robbie Knapp capsized in mid lake. The crew were picked up by the schooner Rob Roy, which landed them here. Tug Pottowatomie started in search and returned with the capsized craft on the 5th. She was raised by the Frankfort life saving crew, and as the owner was out of means, he published a card of thanks for services gratuitously rendered.

10. Steambarge Wm. Rudolph arrived from below.

15. Tug J. Martin with schooner Sea Gem arrived to raise the boiler of the wrecked City of Boston.

16. Revenue cutter Andrew Johnson, with general superintendent of life saving stations, Hon. S. I. Kimball, Hon. Hugh S. Thompson, assistant secretary of the treasury, and Lieutenant J. H. Rogers, on board, visited Frankfort.

26. The boiler of the wrecked City of Boston was raised by the expedition and brought into port.

September 8. United States lighthouse supply steamer Dahlia was in port.

13. Southwest gale. A bright fire was discovered at 10 p. m., in a northwesterly direction. Life-saving crew with tug Hall steamed out fifteen miles, but could find nothing; thought to be a reflection from the Wisconsin shore.

24. United States revenue cutter Michigan passed up.

30. The heaviest fog and drenching rain known for years.

October 3. Heavy northwest gale; big fleet sheltered.

5. Schooner Jessie Scarth, of Toronto, foundered off Portage lake harbor, twenty miles south of Frankfort.

6. Old schooner Alvin Bronson narrowly escaped going ashore, but was saved by the tug Hall.

11. Incoming craft reported snow squalls on the lake.

15. Tug Hall lost a large tow of cedar in Platte bay; loss $3,500.

23. Northeast gale, with rain, snow and fog.

24. The schooner Moonlight anchored in a perilous spot in Platte bay; tug Hall went to her assistance. The Point Betsy life-saving crew, in attempting to launch a surf boat had a terrible time with the breakers, and were dashed ashore.

30. The schooner Napoleon was wrecked at Pierport. Tug Hall and life-savers went to her assistance, but the schooner was a total wreck when they arrived.

November 9. Snowed hard all day.

15. The tug D. P. Hall was seized and bonded. Barge Alice M. Gill ran aground, but was assisted off by the Frankfort life-savers.

18. Captain N. Robbins, superintendent of the 11th life saving district, visited Frankfort.

19. Terrific gale, with a heavy fall of snow. The tug Hannah Sullivan and propeller Wm. Rudolph were caught out in the gale; had a close call, but reached port all right. A small fishing craft, "Queen of the Lakes," weathered the storm and made Platte river in safety.

28. Cold southwester. The schooner Lenzenia arrived from Sheboygan.

December 6. Willie Miller, son of Harrison Miller, keeper of Point Betsy life-saving station, was drowned.

7. The life-saving stations at Frankfort and Point Betsy were closed.

8. The schooner Lenzenia left for Sheboygan; the last sail departure.

10. A large two-stacked, lower-lake propeller passed up at noon. Six inches of snow fell in the evening.

19. Point Betsy lighthouse closed down.

21. A small unknown schooner attempted to make this harbor, but was headed off and sailed north. Snowed hard.

23. Frankfort pier head lights were closed down for the season.

26. The ferry tug Cynthia went into winter quarters.

28. The worst snow blizzard of the season was experienced; snow from three to four feet deep. Tug John Cowan broke adrift and narrowly escaped being wrecked in the drift ice, but she was rescued.

30. Propeller Dewar was laid up. The propeller Sanford made a trip to Manistee, and returned at 6 p. m., it being the last arrival at this port for 1887. The harbor, as far as the steamboat dock, was frozen over.

CHARLES BURMEISTER.

A WOMAN AT SEA.

A captain who attempted teaching nauticalism to a party of ladies on a yacht, not long since, fared as follows:—

"Now, captain, what is a sloop?" asked one of the ladies.

"A sloop has but one mast," replied the captain.

"Is that a sloop?" pointing to a schooner.

"No, that is a schooner. A sloop has but one mast; a schooner has two, as you see. Now remember, sloop one mast, schooner two."

"Certainly. How many masts has a ship?"

"Three."

"How many masts did you say a sloop had?"

"One. Sloop one mast, schooner two, ship three."

"Is that a schooner?" pointing to a sloop.

"No, that's a sloop. Sloop one mast, schooner two, ship three."

"Oh, yes; I remember, pointing to a ship. "Is not that a pretty schooner?"

"That's not a schooner, that's a ship. Don't you see it has three masts?"

"Oh, yes. Isn't that a big schooner lying at the wharf there!"

"Schooner! Now, how many masts has that vessel?"

"Three."

"Well, what has three masts?"

"A—a sloop."

"Sloop! Sloop has one mast, I tell you; schooner two, ship three."

"Why, Jane, how stupid you are!" said the other lady. "A schooner always has one mast."

Quite oblivious of stupidity, lady number one asked,—

"What is a brig?"

"A brig has two masts, and is rigged like a ship, with square sails."

"Jane, look at this sloop coming along."

"That's a schooner," said the captain; "don't you see the two masts? Sloop one mast, schooner two masts, ship three masts."

"Are those schooners there with three masts?"

"Yes."

"I thought you said a schooner had but one mast?"

"Two! two masts! Sloop one mast, schooner two, ship three."

"But what schooner has three masts?'

"Well, it is a three-masted schooner."

"Then a schooner can have any number of masts."

"No. Sloop one mast, schooner two and sometimes three masts, ship three masts."

"I'm sure I can't make it out. It's awfully puzzling. What is a bark?"

Unable any longer to popularize nautical science, the captain falls back on technical expressions, saying,—

"Vessel with two masts ship-rigged, and one mast sloop-rigged; square sails on fore and mainmast, and fore-and-aft sails on the mizzen."

"Mizzen! What's mizzen?"

"Last mast aft, madam."

"Aft! What's the aft?"

"The stern, madam."

"Oh, I'm sure I can't make it out. Is that a sloop there?" pointing again to a schooner.

"No; it's a schooner! Sloop one mast, schooner two, ship three."

"How many masts has a man o'-war?"

"Three."

"Well, what's the difference between a man-o'-war and a smack?"

The captain groans and is silent.

"What are those sticks across the masts of that schooner, captain?"

"That's not a schooner. Schooner two masts, ship three, sloop one. That's a ship. Those are the yards which hold the sails."

"Oh!"

"Now the first yard on the foremast is the fore yard, the second is the fore topsail yard, the third is the fore top-gallant yard," replied the captain, somewhat encouraged.

"What is that yard sticking straight up out of that little schooner?"

"Great Scott! This—that's not a schooner; it's a sloop. Sloop one mast, schooner two, ship three. What you call her yard is her mast."

"Certainly, Jane; how stupid you are!" said lady number two. "Captain, what are the names of the other masts on that schooner's yards you were pointing out to us?"

Another internal groan from the captain.

"Captain, where are the lubbers?"

The captain wishes he could tell.

"Up there on that ship's masts, near the tops."

"Near the top of the masts of that sloop?" she asked, looking attentively at a schooner.

"No, no! Further down. Where the futlock shrouds are fastened. No, no, not that vessel. A schooner has no lubbers, mentally, except this one, and they're on deck."

The lady whose interest in the locality of lubbers, suddenly ceases, as she exclaims,—

"Isn't that a pretty ship sailing along?"

"Ship! That's an old tub of a schooner, madam. Schooner two masts, ship three, sloop one, I tell you."

"Can a sloop have two masts?"

"Sloop one mast, schooner two, ship three."

"How many masts has a ship, captain?" asks lady number two.

"Ship three masts, schooner two, sloop one."

"Yes, I know. Schooner one—no, two masts, sloop two—no, three, ship one. There!"

A lake captain, prominent for his corpulence and impatience, made himself heard in his neighborhood, about a single Flannel Shirt his wife purchased from one of our principal clothing stores. As soon as he attempted to make himself comfortable in this new Shirt he could hardly get into it, being too small in the body, too short, too tight in the sleeves, buttons came off, etc. Contrary to his orders, she *did not* patronize the Boston Dry Goods Store of *Kohn & Co.*, 213 Detroit st., near corner Pearl, the only Retail store in this City, where *they themselves manufacture genuine, home-made Shirts*, of *Flannel, Cassimere*, navy-blue, double and single-breasted *Flannel Shirts*, 54 inches wide, 40 inches long, strongly sewed ☞ *or make them to order* ☜ if you select your own material, for 25c. each, including buttons, etc.

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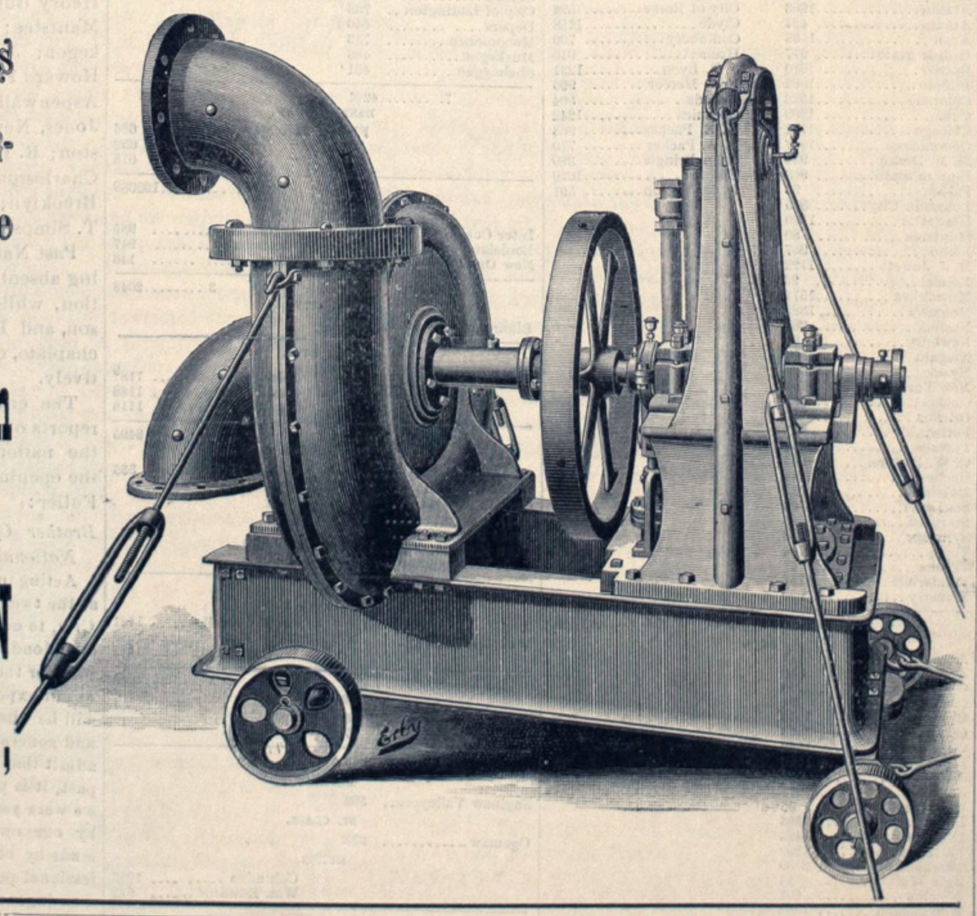

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CLEVELAND, O., THURSDAY, JAN. 19.

LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARCTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

UNIFORMITY IN STEERING.

BUFFALO, January 14.

Hon. James A. Dumont, Supervising Inspector General of Steam Vessels, Washington, D. C:

SIR: A vote of the members of the association, which represents the marine interests of all the principal cities around the great lakes, has been taken on the following questions, members being allowed one vote for each 100 tons of vessel property owned or represented by them:

Do you think it desirable that the United States should require uniformity in the steering of steam vessels?

If uniformity is to be required, do you think that all steam vessels should be made to steer in the so-called "steamer method" of the lakes, with crossed chains, or such that when the wheel is put to starboard the steamer's head will go to port, in accordance with the suspended treasury order of last winter?

Or, that all should be required to steer in the manner of sail vessels, so that when the wheel is put to starboard the vessel's head will also go to starboard?

The result, which may be assumed to include all the principal vessel owners who have any active preference in the matter, is as follows:

In favor of the Government requiring uniformity in steering	1487
Opposed	265
Prefer straight chains, or "vessel method"	1262
Prefer crossed chains, or "steamer method"	507

This vote is, of course, based upon total vessel tonnage, whether steam or sail. Had the vote been upon steamer tonnage only, or such as would be affected by the desired order, it would have been

For uniformity	1093
Opposed	200
For straight chains	863
For crossed chains	404

I have, therefore, to respectfully request of the supervising inspectors, on behalf of this association, that at their meeting next week they will, after due notice, renew their requirement, suspended for the past season, of uniformity in the steering of all steamers on the great lakes, but that they will require them to steer with straight chains, or such that when the wheel is put to starboard the steamer's head will also go to starboard.

The arguments in favor of uniformity are familiar to you. With men constantly changing, as they do on these lakes, from vessels steering in one way to those steering oppositely, the only wonder is that the accidents through errors in giving or obeying orders are not more frequent than they are.

As regards the method to be followed, there is more diversity of opinion. But a strong feeling has manifested itself among our members that all vessels, steam and sail, should steer alike. The number of sail vessels and barges on the great lakes exceeds that of the steam vessels (excluding tugs), in the proportion of 9 to 5, and outnumbers the steamers and tugs together. Mates, wheelsmen, etc., are continually changing from the sail craft to steam vessels. The sail vessels all steer with straight chains, and can not be changed by any vote of the supervising inspectors. This being so, and uniformity being desirable between steam and sail, it seems proper that our steamers should be made to follow this fashion, which moreover, we understand is the common method of steam vessels on the ocean, in the coasting service, and of the United States government vessels.

I enclose a statement showing the mode of steering, with tonnage, of a number of steamers at the principal lake ports. You have, of course, full statistics on this subject, but possibly you have not separated the tugs from the steamboats, and perhaps also have not allowed for difference in tonnage. A statement showing simply the number of steam vessels steering in each way would give rather deceptive results, for the tugs, of which practically all steer with crossed chains, fall but a trifle short of being as numerous as the steamboats. Moreover, their crews do not interchange to any extent with the crews of steamers or vessels, and hence it is less essential how they steer. The statement which I give is practically complete for all the larger cities save Chicago (the returns for which have been delayed in coming in), and covers something over two-thirds of all the steam vessel tonnage (excluding tugs) registered on these lakes. It tends to show that about 41 per cent of them now steer with straight chains. And the details of our ballot show that of the 138,000 tons in our statement shown as steering with crossed chains, the owners of one-third prefer that straight chains should be required. Very respectfully yours,

BUFFALO.

Crossed Chains.		*Straight Chains.*	
Albany	1677	Calumet	1180
Arabia	1203	City of Rome	1594
Araxes	424	Clyde	1158
Avon	1538	Coffinbery	706
Badger State	917	Hecla	910
Boston	1670	J. B. Lyon	1331
Buffalo	1662	Fred Mercer	966
Colorado	1322	Nevada	504
Cuba	1360	Oceanica	1242
Chicago	1721	H. E. Packer	963
Commodore	1927	R. A. Packer	770
M. M. Drake	949	John Pringle	389
Empire State	963	Tacoma	1610
Falcon	33	D. M. Wilson	591
Fountain City	805		
Hiawatha	1160		
Huntress	80		
Idaho	907		
H. J. Jewett	1722		
Lorelei	23		
Milwaukee	1571		
Montana	1383		
Nashua	367		
Newburg	1195		
Niagara	107		
Nyack	1025		
New York	1752		
Oneida	928		
Orizaba	50		
Periwinkle	267		
Portage	1451		
O. W. Powers	244		
Rochester	2046		
Russia	1335		
St. Louis	795		
Starucca	1155		
Syracuse	1678		
Tioga	1744		
Titania	47		
Vanderbilt	1157		
Waverly	990		
41	45095	14	13914

ERIE.

Alaska	1147		
Arizona	810		
Gordon Campbell	710		
China	931		
Clarion	1513		
Conemaugh	1453		
Conestoga	1562		
Delaware	1526		
Japan	932		
Juniata	1474		
Lena Knoblock	55		
Lehigh	1503		
Lycoming	1423		
Philadelphia	1230		
Susquehanna	2069		
Kate White	14		
Winslow	801		
Wissahickon	1423		
Annie Young	793		
19	21369		

CLEVELAND.

City of Cleveland	1320	Yakima	1657
Henry Chisholm	1332	Cambria	1377
Wm. Chisholm	1346	Rube Richards	594
Cormorant	1040	S. E. Sheldon	740
R. P. Ranney	1170	Havana	374
E. B. Hale	928	J. H. Outhwaite	1100
M. B. Grover	1586	J. H. Devereux	1312
Geo. T. Hope	1274	Jas. Pickands	1319
Business	772	Siberia	1221
Superior	735	Fairbanks	832
Wocoken	1179	W. L. Wetmore	1032
J. S. Fay	1110	Smith Moore	1000
Onoko	1933	Geo. Spencer	1134
D. M. Wilson	591	Queen of the West	625
Keystone	435	Ohio	850
Fred Kelly	732	Sparta	819
Raleigh	1105	Spokane	1405
Australasia	1530	C. Tower, Jr.	1543
Roumania	1441	O. Townsend	836
Bulgaria	1869	Wallula	1415
H. B. Tuttle	694	Vienna	339
		A. Everett	879
		J. N. Glidden	1111
		Kasota	1274
		Missoula	1585
		Aurora	1859
		Oregon	363
		V. H. Ketcham	1369
		V. Swain	817
		Sam'l Mather	1285
		R. R. Rhodes	1286
		Egyptian	1206
		Sitka	1228
		Corsica	1550
		H. A. Tuttle	1354
21	24103	35	39740

DETROIT.

Alaska, S.W	361	Alcona	564
Atlantic	557	Algoma	360
B. W. Blanchard	1024	S. C. Baldwin	357
City of Alpena	917	Ira Chaffee	116
City of Cleveland	1324	T. S. Christie	516
City of Detroit	812	Forest City	994
City of Mackinac	504	Empire	188
Darius Cole	402	Gazelle	18
Don. M. Dickinson	268	R. J. Gordon	144
Flora	456	R. J. Hackett	921
Jesse H. Farwell	998	Chauncy Hurlbut	829
Jas. Fisk, Jr.	946	Iron Age	967
S. F. Hodge	466	Iron Chief	966
Idlewild	233	Iron Duke	962
Pearl	495	Iron King	1223
Passaic	412	Lansing	1500
F. E. Spinner	777	S. J. Macy	613
M. D. Ward	421	Michigan	180
Greyhound	621	Mineral Rock	296
		Minneapolis	950
		Nipigon	540
		Osceola	787
		T. W. Palmer	836
		John Pridgeon, Jr.	1037
		Mary Pringle	166
		Riverside	103
		E. K. Roberts	190
		Schoolcraft	597
		Sakie Shepard	98
		Anna Smith	657
		W. R. Stafford	546
		Wm. Stevens	1026
		D. C. Whitney	1013
		A. E. Wilds	236
19	11994	34	20496

MILWAUKEE.

W. H. Barnum	1059	Geo. C. Markham	250
Geo. Burnham	219	Louis Pahlow	291
W. W. Egan	1380	C. H. Starke	267
R. P. Flower	1165	D. Ballentine	972
Merrimac	1202	Colin Campbell	280
Monohansett	451	R. P. Fitzgerald	1176
Nahant	1038	C. J. Kershaw	1109
Progress	1310	Manhattan	1103
D. W. Rust	660	Massachusetts	1041
Westover	416	Minnesota	903
G. T. Burroughs	111	Wm. Rudolph	209
J. H. Pauly	132	F. L. Vance	1444
		Veronica	880
		W. H. Wolf	1500
		Susie Chipman	165
		Hilton	142
		Rand	147
		Omaha	939
22	9143	18	12818

TOLEDO.

P. H. Birkhead	413		
C. F. Curtis	425		
Chief Justice Waite	443		
Germaina	176		
J. C. Gault	1043		
A. L. Hopkins	640		
Mascott	91		
Morning Star	138		
Russel Sage	1105		
Tempest	345		
10	4869		

CHICAGO.

City of Duluth	883	W. J. Carter	171
City of Fremont	558	Ira H. Owen	1498
Robt. Holland	240	Rhoda Emily	416
J. L. Hurd	593		
Jay Gould	837		
Josephine	401		
Peerless	913		
7	4425	3	2085

KENOSHA.

Chicago	789		
Corona	374		
City of Ludington	738		
Depere	640		
Menomonee	713		
Muskegon	486		
Sheboygan	461		
7	4201		

EAST SAGINAW.

Flint & Pere Marquette, No. 1			626
" " " No. 2			632
" " " No. 3			678
362	193688		

MARINE CITY.

Inter Ocean	1068	Argonaut	985
Louisiana	1259	Escanaba	917
New Orleans	1169	Salina	146
3	3496	3	2048

BAY CITY.

Elfinmere	796		

MARQUETTE.

		Colonial	1189
		Continental	1188
		Republic	1118
		3	3495

PORT HURON.

Jas. Beard	68	City of Richmond	335
J. L. Beckwith	40		
Geo. L. Colwell	416		
O. D. Conger	159		
Grace Dormer	49		
Dean Richmond	1257		
A. J. Wright	215		
7	2204		

OGDENSBURG.

Arctic	600	W. J. Averell	1421
Wm. Armstrong	90	W. L. Frost	1209
		W. A. Haskell	1443
2	690	3	4068

ESCANABA.

Minnie M	296		
Lady Washington	47		
2	343		

SAGINAW.

Saginaw Valley	592		

ST. CLAIR.

Ogemaw	333		

HURON.

		Columbia	1053
		Wm. Edwards	973
		2	2026

SANDUSKY.

American Eagle	161	Louise	44
Bessie	45	Norma	78
R. B. Hayes	84	Ohio	851
Roland	92	Yosemite	229
4	382	4	1202

MANISTEE.

Jas. H. Schrigley	365	Ida E.	200
		Nellie Torrent	277
		2	477

GRAND HAVEN.

Lawrence	334	H. S. Pickands	506
Tempest	184		
White & Friant	299		
Wisconsin	1020		
4	1837		

VERMILLION.

Cumberland	1280	Oregon	845

MICHIGAN CITY.

Pacific	604		

MANITOWOC.

Edwin S. Tice	578		

PUT IN BAY.

		B. F. Ferris	93
		Jay Cooke	
		2	507

RECAPETULATION.

	Crossed Chains. No.	Crossed Chains. Tonnage.	Straight Chains. No.	Straight Chains. Tonnage.
Buffalo	40	45,095	14	16,839
Erie	19	21,369	..	.....
Cleveland	21	24,102	35	39,740
Detroit	19	11,994	34	20,496
Milwaukee	12	9,143	18	12,818
Toledo	10	4,869	..	.....
Chicago	7	4,425	3	2,085
Kenosha	7	4,201	..	.....
East Saginaw	..	.....	3	1,936
Marine City	3	2,496	3	2,048
Bay City	1	796	..	.....
Marquette	..	.....	3	3,495
Port Huron	7	2,204	1	338
Ogdensburg	2	690	3	4,069
Escanaba	2	343	..	.....
Saginaw	1	592	..	.....
St. Clair	1	333	..	.....
Huron	..	.....	2	2,026
Sandusky	4	382	4	1,202
Manistee	1	365	2	477
Grand Haven	4	1,837	1	506
Vermillion	1	1,280	1	845
Michigan City	1	604	..	.....
Manitowoc	..	.....	1	578
Put-in-Bay	.	.....	2	507
	163	138,121	130	107,080

FRANCIS ALMY, Secretary.

MARINE ENGINEERS' ASSOCIATION.

Special Correspondence of the Marine Record.

MILWAUKEE, January 14.

It must be very gratifying indeed to the marine engineers who, ten years ago, met in this city and formed the marine engineers' association to note the progress made in the order, and the general advance in the status of the members, not only intellectually but morally. There can be no question relative to the moral influence of society, and the combination of the marine engineers was intended from the first to advance the intellectual standing of the members.

The names of the founders of the association are Garrett Dowd, James L. Lord, R. Doty, A. L. Foot, Wm. Ponsonby, J. W. Shea, Wm. Kennedy, Jas. V. Hayes, Wm. Shaffer, and Thomas Buchanan.

The thirteenth annual convention of the marine engineers' beneficial association has just closed in Milwaukee, it being the largest of anyone ever held. The following is a list of the representatives: Henry Jordon, Buffalo; C. M. Stoddard, Cleveland; J. H. Reid, John H. Galway, Detroit; Thomas Doud, George M. Furness, Chicago; James H. Harris, St. Louis; Wm. E. Elliott, Joseph J. Krock, Milwaukee; George P. Wilson, Philadelphia; Edward D. Bateman, William H. Meredith, James L. Anspaugh, Cincinnati; A. R. Young, Stillwater; John Mitchell, W. T. Price, Baltimore; W. T. Armstrong, Portland, Oregon; J. B. Blanchet, Bay City; Wm. Decker, Toledo; J. H. Fitzgerald, Henry Burton, Port Huron; Allan McKee, Mantstee; Marshall Goss, L. Walley, Muskegon; Joseph S. Kerratt, Robert Walker, Howard Fuller, George Uhler, Andrew Gaul, Aspenwall Fuller, New York; Charles T. Jones, New Haven; Frank Hinman, Kingston; R. P. Cook, Albany; Phillip P. Finn, Charleston; C. D. Galloway, C. P. Coon, Brooklyn; Charles H. Tracy, Jersey; A. H. T. Simpson, David Reid, Boston.

Past National President H. G. Payne being absent, E. D. Bateman filled that position, while Robert Walker, George P. Wilson, and Henry Jordan officiated as grand chaplain, conductor and doorkeeper respectively.

The entire first day was devoted to the reports of associations and to the report of the national president. The following is the opening address of National President Fuller:

Brother Officers and Representatives of the National Association of Marine Engineers:

Acting in accordance with a resolution passed at the twelfth annual session, held in New York City, to meet at the City of Milwaukee the second Monday in January, 1888, we have assembled for the purpose of enacting such legislation as our experience gained in the past, informs us will be absolutely necessary for our guidance and general welfare in the future. When we admit that we may have made mistakes in the past, it is proof that we are wiser to-day than we were yesterday; but let us not alone profit by our own mistakes, but glance over those made by other associations of working and professional people, and avoid them as far as human ingenuity can do so. We have made considerable progress in alleviating the disadvantages under which our daily duties are performed; and I can safely say that whatever has been obtained has been done by such means and in such a manner as not to arouse, at any time, a feeling of prejudice against us. * * *

Were we anxious or desirous of notoriety we might inaugurate a strike with all its attendant miseries. It is possible and within the power of this order to so effectually clog the wheels of commerce that scarcely a vessel propelled by steam could leave her wharf, and when we consider the fact that there are about one hundred and thirty thousand passengers carried daily on our steam vessels; we can better realize the inconvenience that would attend any effort on our part to correct the abuses under which we labor by any such barbarous method as a strike; besides that, if we take into consideration the financial aspect of the case, we can learn from the experience of others that anyone connected with a strike gains no advantage, except those who may, through a fleeting popularity, be placed in a position of prominence. There never yet was an object gained by a strike, which, in my opinion, could not have been gained by other methods that would not entail all the misery and suffering that follows in the wake of one of those great conflicts between labor and capital. I cannot help but believe that when a grievance exists or a cause of complaint is found, that by properly putting the matter before those with whom we may have a difference, that we will get a just and exact measure of justice. * * * *

That we have cause for complaint no fair minded man can deny; with property valued at hundreds of thousands of dollars and hundreds of thousands of lives depending on our skill and judgment, when an error on our part would cause death and destruction to all about us, is it to be wondered at that we should ask as compensation something more than will supply our families with the necessaries of life? Following as we do a dangerous calling, is it to be wondered at that we ask an opportunity to insure our wives and little ones against the possibilities of becoming a burden on our fellow-citizens after we are gone? Is it right that any human being should be compelled to labor day in and day out, Sundays included, 19½ hours per day, in charge of one of the most dangerous agents ever brought into use by the ingenuity of man? I think not. But I have abiding faith in the justice of this great people, and if our case is properly presented with such proof as we may be able to produce in support of our claim, I am sure that all that is requisite will be granted us. Let us then, while assembled here, prepare our case in proper form to present to the proper authorities; let us knock so loud upon the doors of the house of congress that the echo shall resound from one end of the continent to the other, and I can assure you that if right is on our side we will gain that which we seek. But wherever our duties may call us, in whatever sphere of life we may be placed, let us put forth our best efforts to respect the rights of others, and when there may be a difference of opinion in your various subordinate lodges as to the management of them or their officers, never forget the cardinal principles of our order or the words of our motto "Unity and Friendship."

The report of the national secretary showed the financial standing to be better than ever before, and that a handsome balance remained in the national treasury. The committees on legislation, grievance, and statistics each presented lengthy reports, showing that the members forming these committees had not been idle during the year. No changes were made in the representation of subordinate associations, although something in this direction was thought of.

The question of making the national president a salaried officer, who would devote his entire time to the work of the order, was, after a hearty discussion, referred to the several associations, and will be decided by their vote next year.

The following resolution touching the question of American shipping was adopted and transmitted to the secretary of the shipping league in Washington:

Resolved: That the greetings of this, the national association, be and are hereby extended to the American shipping and industrial league soon to hold its annual session in Washington and that it is the sense that some measure is needed to foster and encourage increased shipping facilities, not only upon the high seas, but upon inland rivers and lakes. Our rivers and harbors need improvements, our sea-shipping needs protection, that will enable American ships to compete with alien tonnage.

The following officers were elected to serve during the year 1888: Aspinwall Fuller, New York, national president; A. R. Young, Stillwater, national vice president; James Henry Harris, St. Louis, national secretary; and John H. Galway, Detroit, national treasurer.

The association adjourned on the fifth day to meet in the city of Baltimore on the second Tuesday of January, 1889.

Captain Butlin, of the propeller Chicago, of the Goodrich Transportation line, extended an invitation to delegates to take a trip with him out into the lake a short distance. The invitation was accepted.

CATARRH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self addressed stamped envelope to Professor J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

MIGRATION OF DELEGATES.

MILWAUKEE, June 14.

To the Editor of the Marine Record:

The MARINE RECORD is nothing if not thorough, and her news items and correspondents always reflects, great credit to her publisher and proprietor, and editor, and reader. Hence I presume your mind was filled with good feeling for your fellow man, you bade me go to New York and there meet the delegates to the convention and there write them up from the commencement.

My trip to New York was entirely devoid of interest save to me alone, and not very interesting to me for I have been that way many times, I refer to being hungry and broke at the same time. Do you know Mr. Editor that I am really and truly glad to think I have never starved before this, in fact I may add without boasting either, that the more I reflect, the more delighted I am to have escaped so horrible a death.

Changing the subject, I blacked myself up and giving the porter fifty cents I was enstalled as porter on the special car that was to convey the party westward. The first point of order after the palace car had pulled in to the yard, was raised my Mr. Tracy, of Jersey City, who mournfully said "Mr. President I've left my credentials at home and as I can not form a vaccum without them, please hold the train until I get them." The president 'lowed he'd do all he could, and with that Tracy started on a dead run for his home, some four miles distant and on the opposite side of the river. When the gentlemen started home he was fat and florid, when he returned he was slim and pale, for he had run the entire distance, because he said that he did believe in fast driving.

A friend of mine gave me six gallons of good old rye and a glass for every delegate and I hope to die if I havent got the entire six gallons still, for either the boys are stingy or else belong to some sort of a temperance society for I am blamed if they drank a drop all the way. So you please draw a check for the amount and I will call it square.

The boys got stuck on me right in the beginning and when I got off a few big words, you ought to see them look, why some of them said I was a real smart nigger, too smart to be porter on a palace car.

Tracy went out in Grafton, N. Y., to get lunch, and he 'lowed he didn,t want any porter to take cars, so he took his things with him, and when he left he had a hat in which was pasted Chas. H. Tracy engineer, but when he returned he had a hat in which was pasted Rev. Smithers Green Evangilist, which was no sooner discovered than Mr. Simpson, got out his deck of cards and opened a jack pot for two fifty having three kings beaten by four sevens.

The train laid over in Chicago and the entire party rushed up to the office of National Secretary Harris, which officer was found trying to figure out his yearly accounts.

Messrs. Dowd and party, joining the New York delegates, a further history of the visit to Chicago is deferred until next week.

SECOND ENGINEER.

IMPROVEMENTS AT SAULT.

General Poe, of the corps of army engineers having charge of the improvements being made in Saint Mary's Falls canal has forwarded to the war department, for the information of congress in its work of preparing appropriations for the same, a report upon the commerce of the canal for the season closed last month. General Poe says: The canal was open to navigation 216 days during the season of 1887, the first vessel having passed May 1 and the last one December 2, thus making the season eight days shorter than that of 1886. It will be observed that the number of passengers of all classes exceeds that of the preceding season 1,931, or 26 per cent. The increase in freight tonnage for 1887 was 966,890 tons, or 21 per cent, as against an increase in the registered tonnage of 678,201 tons, or 16 per cent. The passenger traffic shows an increase of 21 per cent, for which there is no apparent reason other than a legitimate increase in tourist and commercial travel. All the items enumerated in the statement show a healthy and decided increase save from manufactured and pig iron, copper and silver ore. The decrease in the flour shipments, amounting to 11 per cent, is undoubtedly due to the scarcity of water for the great mills at Minneapolis, and consequent reduction of the output at that point. This decrease in the amount of flour is much more than compensated for, however, by the increase of 22 per cent in the item of wheat. As the item "manufactured and pig iron" includes iron and steel rails transported to the new railroads of the Northwest, the completion of which reduced the demand for this product, the falling off is easily accounted for. The decrease in the item of copper and silver ore is due to the increased facilities for transporting these valuable commodities by rail. The total valuation of the commerce passing through the canal for the season was $79,031,757.73, against $69,080,071.95 for 1886. The number of vessel passages during the three busiest months of the year—June, July, and August—was 5,130, or an average of 55.76 per day for 92 days, while during the corresponding period of 1886 the passages were 3,741, or an average of only 40.66 per day for 92 days. The rate of increase during 1887 was therefore 37 17 per cent. Should the same rate of increase be continued for two more years the commerce of the canal will have reached the estimated ultimate capacity of the present lock, which is 96 vessels per day, or one vessel in fifteen minutes during the twenty-four hours. On one day in the month of June, eighty-four vessels were passed through the canal. On the 3d of June forty-nine vessels passed the canal, carrying 49,258 tons of freight, or an average of a little more than 1,000 tons per vessel. Over 50,000 tons were passed on one day, but in a greater number of vessels.

It is thought that the report of General Poe, so important and convincing as to the necessity of adequate appropriation for the canal, will be duly heeded by the committee on rivers and harbors when it comes to prepare the river and barbor bill.

MR. FAIRCHILD'S PREMISES MISLEADING.

EX-COMMISSIONER PATTEN CRITICISING THE SECRETARY'S REPORT.

To the Editor of the Marine Record:

WASHINGTRN, D. C., January 13.

Several days ago a Tribune man interviewed me, but as is often the case, left out part of what I said in explanation of the status of a recorded ship, which, by the way, is never completely American, although entitled to the protection vouchsafed vessels of our flig.

I send a slip with the piece which I would like you to copy with the corrections that I have made in the margin. I want some copies to send to friends who have inquired for it, but the dropping of the words I have added by the Tribune, makes it a little incomplete. JARVIS PATTEN.

Arguments which are short and have a point are sometimes conclusive, but Secretary Fairchild's summary disposal of the whole shipping question in a dozen lines of his report will not be cordially received by persons interested in the question, or, indeed, by the country at large. His inconsiderate recommendation of a repeal of the navigation laws is the first instance in the history of this country of a head of a department openly taking sides with foreign shipbuilders to advocate their peculiar methods of restoring the mercantile marine of the United States. It may be characterized as impracticable as well as unpatriotic.

Jarvis Patten, ex-commissioner of navigation, said to-day: "Mr. Fairchild's premises are misleading. He says a citizen of the United States may buy a foreign built ship in a foreign port; he may put the United States flag upon it and trade with all the countries of the world except his own, and our government will protect him with all its power in such trade. Now, while this statement may be true as a collateral fact, it has no bearing on the question at issue, for the reason that no American citizens buy and own foreign-built ships in a foreign port, except perhaps by accident, or as shareholders in stock companies, and the protection granted by the United States in such cases is merely temporary; a protection allowed American citizens while residing abroad, and which they rarely avail themselves of. Such ships must sail without papers excepting a certificate of record which consists of a simple endorsement of the bill of sale by our consuls.

"The danger is that were the privilege of buying ships abroad to be granted as proposed by the secretary, then Great Britain having a fleet of iron steamers that are antiquated and unserviceable would endeavor to foist them upon our flag; and in case Americans could be found to invest in such property Uncle Sam might be seen in much the same fix as the man who had purchased the future brood of a setting hen and found when the bird hatched that they were all roosters, which was not very promising for the egg business in which he was engaged.

"To maintain our present tonnage during the next ten years will require the expenditure in round numbers of $200,000,000. But if, as is claimed by the "free ship" advocates, our foreign shipping would double in that time, that would necessitate the outlay of as much more. So that the sum of $400,000,000, or $40,000,000 a year, would be expended abroad in the next decade. The outlay of such an enormous quantity of American money in foreign countries must operate as a drain which it would be difficult to offset by any compensating national gain. The income from freights is rarely more than half the cost of the ship, and in case of foreign-built ships engaged in foreign trade would not be over half expended in this country. Admiral Porter has incorporated in his late report some valuable statistics in regard to our merchant navy where he estimates the amount of annual freight earnings of four million tons of shipping at $150,000,000. Now, if in the course of ten years' operation of the "free ship" system we were enabled to double our commerce in the foreign trade and should carry 30 per cent, instead of 15, of the traffic, then we should only touch about $48,000,000 of this freight money instead of $24,000,000, which is the present estimated earnings of vessels under our flag. But as it takes ten years to reach this gain the average is only $36,000,000, only one-half of which sum should be set down in the column of national credits. So that we have an average of $40,000,000 annual loss and only $18,000,000 gain under the full operation of 'free ships' during the decade.

"But this is not all. Over three quarters of the money used in ship-building is calculated to be expended in the far-reaching ramification of labor in one form or another, and just herein lies the most cogent reasons of all, it is difficult to understand why it would be well so to change the navigation laws as to allow foreign-built ships owned by our citizens to come and go between this and foreign countries while bearing the flag of the country of their owners. Of this $400,000,000 estimated outlay in the purchase of tonnage in foreign markets in the next decade, three-fourths, or $300,000,000 a year, would come from the working classes of the country, whose wages it is proposed to transfer to the laborers of Europe. On this question of transferring the occupation and livelihood of 150,000 of our mechanics and artisans, which the proposition, taken at its full scope, might involve, to foreign shores, congress will probably be called upon to act. But there can be no doubt as to the result, as it is truly said by Admiral Porter there is a growing feeling of discontent in the country with regard to the neglect which has been manifested in building up our ocean mercantile marine, and it is to be hoped that this feeling will spread until the thousands of unemployed workmen have a chance to earn wages, and the American ocean steamships have a fair share of the $150,000,000 annually paid to foreigners for carrying our goods."—New York Tribune.

THE WHALES.

Special Correspondence to the Marine Record.

MILWAUKEE, January 9.

The Whales have elected the following officers for the ensuing season: Great sperm whale, Captain Jameson; right whale, Captain John Cochrane; razor-backed whale, Captain Johnson, of steamer Joys; spouting whale, Captain Charles Moony; janitor, Captain Bud Richardson; ex-pounder of Calithumpianism, Captain James Martin; pro-pounder of Calithumpianism, M. O Parker; neophytes in the order of Calithumps, Fred Starke, Conrad Starke, Meyers, Captains Williams, H. Blend, James Leisk, and Captain Jameson, all of whom bid fair to rival Mr. Parker in their ardor to become proficient in the order. Lecturers for the above, Captains Gibbs, Duddleson, Zealand, and Clark; chief musical director, Steve Smith; assistants, Captains Calvick and McGinn; instructor in Indian war dances, (a la deer park,) Captain John Cassin; committee on statuary, Captain Dennis Sullivan (a la A. Jacks defying the lightning.)

After a short recess, those who were prepared with songs, recitations, etc., for the good of the order, were invited to come to the front. Captain Jim McGinn immediately waltzed forward with that peculiar glide of his, and rendered an exquisite new melody entitled "The Harp that Once Tore Through the Hauls." After the last cadence of his cow-like voice had been let out through the back door he informed the gang that the music could be procured at Howard Baker & Co.'s ship chandlers, Buffalo, as they had a number of bars forged out by the Chicago Bolt & Nut Co., to send to Europe for the Germans to use to frighten the Russians off the Caspian sea.

Captain Wm. Lund followed with his opinions on flushing tunnels, and invited the Whales to walk over to the South Side pumping works, where he could better explain his theories.

Captain John Duddleson gave an exhibition of his tactics as practiced by him when clothed in his uniform; and Captain Jack Cassin sailed in, clothed in a red blanket, and a pair of snow shoes, and read an exhaustive treatise on his experience among the Hurons. Meyer wanted to make a match with Martin, the sprinter, to run him an eleven-mile race for the beer.

An intermission of half an hour was had, in order to congratulate Captain Jas. Leisk upon his appointment to the command of the new steamship being built at Sheboygan, by Starke Bros. Jim has the best wishes of the Whales that he may be as successful with her as with the vessels he has formerly commanded, and that same is saying a great deal, as McGinn would put it. My opinion is, a good boat and a good man, and I am confidentially assured that Captain Jim refused to accept the command until Starke Bros. consented to name the vessel

CAPTAIN KIDD.

REVIVAL OF THE SHIPBUILDING TRADE ON THE CLYDE.

Advices received at the office of the Montreal Gazette direct from Glasgow, intimate that the revival of the shipbuilding trade on the Clyde seems now to be placed beyond all question. A number of important contracts for vessels have just been completed. Messrs. Bell Brothers and M'Lelland, of Glasgow, have ordered a steamer with a carrying capacity of 4,000 tons. Mr. J, B, Murray, of the state line, has arranged to have a steamer of 2,000 tons built by Messrs. Stephen, Atlinhouse; while Messrs. J. and G. Thompson, Clydebank, have contracted to build an engine a steel screw steamer of 3,000 tons for the eastern trade. The engines will be of the triple expansion type. Messrs. Scott & Co., Greenock, have arranged to build a steel screw steamer of 1,650 tons for the African coasting trade. A Belfast firm are building two steamers of 1,800 tons register, each for Glasgow, and a steamer of 3,000 tons, which is almost completed built by the same firm, has been bought by a Glasgow house engaged in the east African trade. Estimates have been issued for two steamers of 3,000 tons each for the Gulf line of Greenock. Several other firms are negotiating with builders regarding further orders, one of the steamers to be placed having a carrying capacity of 5,000 tons. A number of contracts for re-engineing vessels have also recently come to the Clyde. In response to this activity in shipbuilding, the steel trade of the west of Scotland is improving. One firm at Motherwell is reported to have booked orders for about 80,000 tons of steel.

THE first report of the inter-state commerce commission has just been issued. A paragraph relative to waterways is as follows: "The competition by water is the most important factor in forcing rates to a low level at the points where the lines of land and water transportation intersect. The experience of the country has demonstrated that the artificial waterways cannot be successful competitors with the railroads on equal terms. The railroads long since deprived the great canals of Ohio, Indiana and Illinois of nearly all their importance, and the Erie Canal is only maintained as a great channel of trade by the liberality of the State of New York in making its use free. In their competative struggles with each other, towns cannot ignore the effect which the existence of natural waterways must have upon railroad tariffs; the railroad companies cannot ignore it, nor can the commission ignore it if competition is still to exist and be allowed its force according to natural laws. Neither can the great free Erie Canal be ignored; it influences the rates to New York more than any other one cause, and indirectly, through its influence upon the rates to New York, it influences those to all other seaboard cities, and, indeed to all that section of the country."

Invitations are out for the seventh annual ball, given by the marine engineers' beneficial association No. 2, corner of Pearl and Bridge streets, on Wednesday evening, February 1st. A very pleasant time may be expected, for the marine engineers spare no pains to make their annual entertainment pleasant and agreeable to all who participate.

Mr. H. G. Trout, of the King Iron Works, Buffalo, was in the city yesterday, in attendance on the funeral of Mr. Harrison Belden. Mr. Belden has been bookkeeper for Mr. Trout for the last fourteen years.

HOISTING AND PUMPING ENGINES.

WEST BAY CITY, MICH., January 12.

A. F. Bartlett, & Co., East Saginaw, Mich.:

GENTLEMEN: We are in receipt of your favor of the 10th inst., in regard to my opinion about your hoister. In replying, will say that I have used the Cleveland hoister, "Murgatroyd," also the Buffalo hoisters, but I never have done my hoisting as economically and as satisfactorily as I have done with your deck hoister. It is a good machine for other hoisting outside of the steamer business. I have one for heavy lifting in my shipyard here. Your hoisting engine is in successful operation upon the steamers I have built here, (steamers Roumania and Bulgaria), and I intend putting them on the three steamers I am now building. I am fully convinced and satisfied that your engine is the best of the kind in the United States. Yours very truly,

JAMES DAVIDSON.

[*Around the Lakes Continued from 1st Page.*]

OSWEGO.

Special to the Marine Record.

Captain Matt Hourigan is talking of taking a trip to New York, and when he gets back will have something fresh for the boys.

A case of peculiar interest to mariners was tried at the court house last week. It is that of Stephen Murphy against O. H. Brown and James H. McCarty, and is for salary which he claims is due him as master of the schooner Hartford. Captain Murphy sailed the schooner in 1885. In the spring of 1886 he claims that the contract was renewed and that later in the spring Mr. O. H. Brown informed him that the Hartford had been sold and that another man would sail her. It was then too late for Captain Murphy to get a vessel, although he went to Chicago for the purpose and stayed there for some time. He, therefore, claims that on account of the failure to perform their contract on the part of the vessel owners he lost employment for the season, that they ought to pay him his salary for the season. On the other hand it is claimed that Murphy knew that the vessel was to be sold and wrote letters asking for employment after he claimed that he was under contract to sail the Hartford. There was a goodly attendance of vessel captains on hand all through the trial, to which they listened with great interest, as it is regarded as a test case. The jury gave the captain a verdict of $688. The usual stay was granted, and an appeal will be taken to the general term.

As the weather lingers near zero, the school at Steve Lyons ship chandlery store increases in numbers, and quite a number of trips are taken daily. The captains sail the lakes all winter at this school, and unless there is some fun in progress, should you run in on the class you will be treated to Captain Farrell's run with the Lem Ellsworth off Thunder Bay, and the hairbreadth escapes which the jolly tar finds both in actual experience and in his prolific brain. All hands will tell you how "Johnny" Golden couldn't get the James Platt past the Manitious and about the sailor who promised a bushel of potatoes, emphasizing the fact that they were seedlings, to another sailor if he would go aloft and perform some work which the owner of the potatoes was ordered to do. If Commodore Crimmings is on hand you are liable to hear some remarks concerning the Comanche and her past earnings and profits. "Pat" Woods and John Quigley disturb the studious by their debates concerning the sailing qualities of the Madelein Downing and West Side and their disputes with "Billy" Waterman, as the jovial captain Tift is named, regarding the days they were wind bound, regarding tug bills and profits, and Johnny Parsons is obliged to restore harmony by quoting actual figures from the firm's ledgers. "Pat" Griffin and "Dan" Hourigan know all about the "snops" of steamboating and while Mr. Griffin is regaling a group of admirers with stories of the new Cummings barge the eloquent "Dan" gives a history of the boards of supervisors of which he has been a member and a biography of other members. "Bill" Scott prefers to entertain the school with a log of his trip to Ashtabula and Captain Redford recites the adventures of tugging at Fairport. George Richards and "Pat" Hurley hold forth on the attractions of short trading, and "Pete" Cronley and Captain Moulther tell stories which are slightly flavored with fiction. Captains Lannigan, Curran, Hourigan, McGuire and Lennen are the listeners and seem to get their share of the fun. L.

SANDUSKY.

Special to the Marine Record.

Owing to the lack of patronage the steamer American Eagle was laid up at this port Friday last. She made daily trips between this city and the Islands until the day she was laid up.

Messrs. Wickham & Co., of Huron, have purchased the tug H. A. Ballentine, of Detroit. She is to be completely overhauled, and will assist them in their extensive fisheries.

The shipbuilders, Messrs. Ratte & Savord, have petitioned the city council to grant them a lease on the city property, foot of Warren street, for a shipyard. This is a fine site, being centrally located and next to the B. and O. docks.

Suit has been commenced by Messrs. McFall Bros., owners of the barge Garfield, against Messrs. Henry Lay & Co., owners of the tug Buffalo, both of this city, to recover $1,200 for the loss of their barge. The tug towed her to Marblehead to load stone last November. Having other work to attend to, the tug left her, and before she returned a violent storm arose and the barge went to pieces, hence the suit.

The Cedar Point Pleasure Co., a stock company recently formed in this city, have purchased the steamer R. B. Hayes for $10,000. They have leased the whole of Cedar Point, which they are going to convert into the finest summer resort on the lakes. Contracts have been let to build a large dancing hall, restaurant, bath houses, etc., in fact everything that is needed to make up a first-class resort will be made there. The steamer Hayes will make half hour trips between this city and Cedar Point the whole season.

C. G. S.

U. S. ENGINEER'S OFFICE, 34 WEST CONGRESS ST., DETROIT, MICH., January 19, 1888.

SEALED PROPOSALS will be received at this office until 2 p. m., February 18, 1888, and then publicly opened; For furnishing white oak timber for Lock Gates at Saint Mary's Falls Canal, Michigan. For further information apply at this office.

O. M. POE,
Lt. Col. of Engineers, Bvt. Brig. Gen'l, U. S. A.

FOR SALE.

SCHOONER JOHN M. HUTCHINSON—Built by Quayle & Martin. Capacity, 1,900 to 2,000 tons. Inquire of FRANK PEREW, Buffalo, N. Y.

FOR SALE.

SEVERAL steam and tow barges, schooners and tugs; also, three second-hand propeller engines and boilers. Address J. M. JONES,
52 Griswold St., Detroit, Mich.

HARBOR TUG FOR SALE.

THE TUG MYRTLE, of Sandusky, Ohio, for sale cheap. Is in first-class condition. For particulars write to FRED GROH, Sandusky, O.

IMPROVEMENTS AT THE SAULT.

Hon. George H. Ely then addressed the meeting and stated that one of the most importan subjects now before congress was the improvement of the Sault ste. Marie. He spoke of the convention held at the "Soo" last summer and its urgent recommendations to congress, Senator Ely said that the tonnage of ships passing through the channel last year was nearly 6,000,000 tons, and was not exceeded anywhere in the world. The present capacity of the channel will be entirely exhausted within two years, and it will take five years, even if all the money required is at hand, to complete the improvements. Bills to appropriate all the money required, nearly $7,000,000, are now pending in congress, and he asked the board of industry to recommend their immediate adoption. The board adopted the following resolution introduced by Mr. Ely:—

WHEREAS, at a convention held in July last at Sault ste. Marie, in the interest of the improvement on that river, the completion of the lock now under construction and of the Hay Lake channel, an urgent appeal was made to congress for the immediate completion of these works; and

WHEREAS, bills have been introduced in congress appropriating the entire sums of money necessary for these purposes;

Resolved, that the board heartily approves this action as containing and involving most important commercial results, not only for the states bordering upon and tributary to the lakes, but for the whole country.

The enormous traffic passing through this channel, nearly 6,000,000 tons in 1887, with the certainty of a rate of increase which cannot be accommodated even by the largest and freest expenditure, presses the necessity for this upon public attention, and we urge upon congress immediate provision for these works so that the work of construction can proceed on the largest scale consistent with economical expenditure, and as urgently recommended by General O. M. Poe, engineer in charge.

LAKE SEAMEN IN SESSION.

The annual convention of the Lake Seamen's union was in session in Toledo last week at Carpenter's Hall. They are: Chicago, Walter M. Groves, Daniel Robinson, James Palmer, George Sylvester, Edward Kelly; Cleveland, Peter Lynch; St. Catharines, T. J. Carey; Buffalo, William Thomas, two others to arrive; Milwaukee, Peter Breuer, Harry Heal; Toledo, Harry Scanlan. A meeting was held in the afternoon, and after organizing adjournment was taken. A delegate says that the Foran bill, relating to various matters connected with lake vessels and sailing, will be indorsed. The principal work of the convention last week was the appointment of committees and handling of resolutions. The committees are: On rules, P. Lynch, D. Robinson, James Palmer; ways and means, A. S. Killen, William Thomas; arbitration, Walter Graves, Edward Kiely, John Carey, Harry Scanlan, P. Lynch; finance and auditing, Dan Robinson, Edward Kelly, Harry Scanlan, John Dolan, A. Stewart, William Saltsman; resolutions, William Palmer, Walter Groves, P. Lynch, Edward Kiely, William Hall. Mr. Lynch, the delegate from Cleveland, came here to settle certain financial affairs. One of the bright men of the convention is Mr. S. Auer, Secretary of the Chicago lake seamen's union, and also district secretary. Mr. Richard Powers, general president of the lake seamen's union, was at the convention.

The second new Western line propeller, being built at Wyandotte, will be called the Harlem. She will probably not be out before July.

LAWRENCE, OSTROM &CO.'S

Famous "Belle of Bourbon"

IS DEATH TO

ALARIA; CHILLS AND FEVER,
TYPHOID FEVER, INDIGESTION
DYSPEPSIA, SURGICAL FEVER,
BLOOD POISONING, CONSUMPTION
SLEEPLESSNESS OR INSOMNIA
AND NON-ASSIMILATION OF FOOD.

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Nails, Ship and Railroad Spikes

STEEL BOILER AND SHIP PLATES, ANGLES, BEAMS, CHANNEL AND T IRON.

BOILER TUBES, BOILER, TANK AND COOPER RIVETS,

We also Represent in this Market the Following Well-known Manufacturers:

Sanderson Bros. Steel Co,
CAST STEEL.

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CROWN STAY BOLT IRON.

Pencoyd Iron Works,
ANGLE IRON.

Dilworth, Porter & Co.,
RAILROAD AND BOAT SPIKE.

Spang Steel & Iron Co.,
BOILER AND SHIP PLATES.

Spaulding Iron Co.
STEEL NAILS.

WAREHOUSE AND OFFICE, Cor. ELM AND HEMLOCK ST., CLEVELAND OHIO.

Andrews Bros. & Co.,
BAR IRON.

Reading Iron Works.,
BOILER TUBES.

Central Iron Works
BOILER PLATES.

George W. Johnson,
TANK AND SHEET IRON.

Falls Rivet Co.,
TANK AND COOPER RIVETS.

Lindsay & McCutcheon,
HOOP AND BAND IRON.

BURDEN IRON COMP'Y BOILER RIVETS.

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Our Correspondents will please note that the Western Union Telegraph Co.'s Wires are connected with our office, and much time will be saved in the transmissio and delivery of messages to us if sent via that Company.

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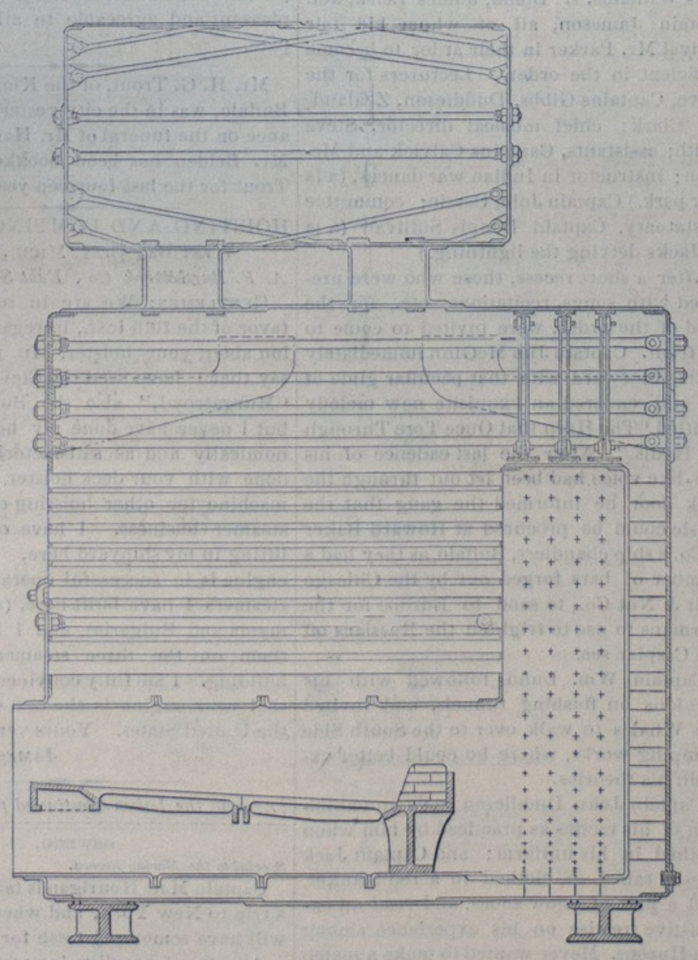

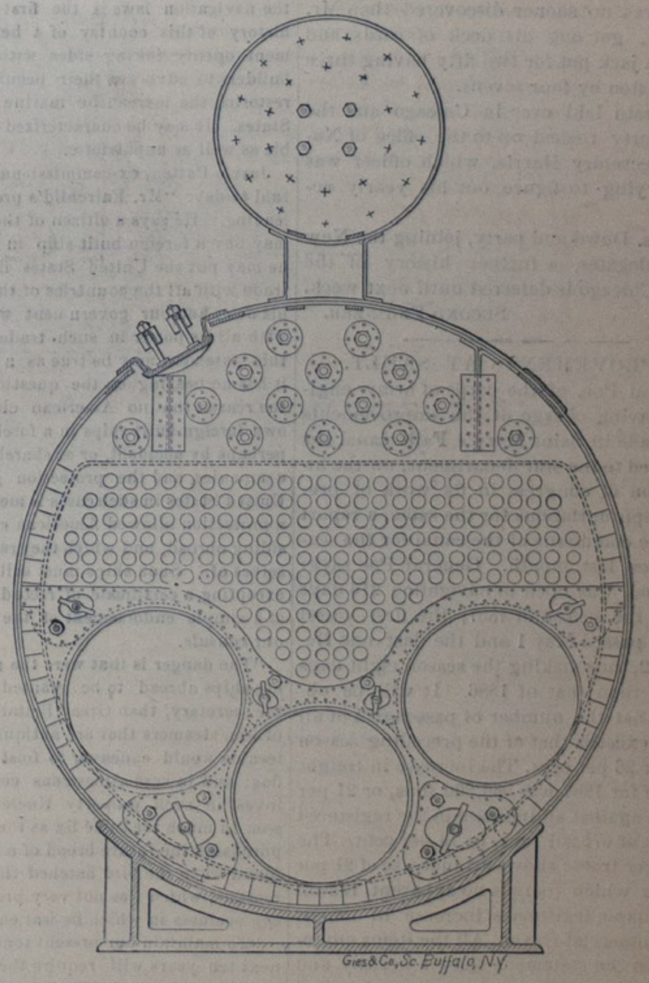

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Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwalk	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "F		*11 35 A M
No 12, N Y & B Fast Expr	*2 20 P M	2* 45 P M
No 2, Night Ex via Nor	9 40 P M	†10 00 P M
No 22, Night Ex via San ky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 40 A M	5 55 A M
No 25, Mich Accom Norwalk		†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

M. E GAUL, City Passenger Agent.
A. J. SMITH, Gen'l Pass. Agt., Lake Shore Block

For Sale.

One 15x16 Marine Engine.

Two Steeple Compound Marine Engines, Cylinders 12 and 20 by 16 stroke.

These are under construction and can be completed on short notice. Will furnish BOILERS with these if desired. For prices, etc., address

PHŒNIX IRON WORKS, Port Huron. Mich.

STEAMBARGE FOR SALE.

This is one of the finest steambarges on the lakes, and was built in 1884. She is in good condition in every respect, serviceable, easy to load and unload, and a great favorite. She can not be duplicated for the same money. Her dimensions are 131 feet keel, 143 feet over all, 23.4 feet beam, 8.4 feet depth of hold, and is classed A1½ by Inland Lloyds. She carries two masts. Her carrying capacity is 400 to 425 tons or 14,000 bushels of wheat, or about 240,000 feet of lumber on a dratt of 9 feet 9 inches. Her engine is high pressure 18x20 and her boiler 6½x12 feet of 7-16 Otis steel. Speed 10 miles loaded or 11½ light.

Address MARINE RECORD, Cleveland, Ohio.

FOR SALE, the passenger steamer M. E. MINTER, 13 tons net, 60 feet long over all, 18½ feet beam, 4 feet depth of hold. Engine 10x12, Scotch type boiler 4½x8. She is fully equipped for the passenger business. Terms, $2,000. Address,

CAPTAIN RICHARD CONNELL,
Muskegon. Mich.

SCHOONER FOR SALE.

THIS SCHOONER classes A2, and is 434 tons burden. Her carrying capacity is 850 tons of ore or 580,000 feet of lumber Address

J. F. GREEN, Willoughby, Ohio.

FOR SALE—A STEAMBARGE—260 tons register, 150 feet keel, 29 feet beam, 12 feet 3 inches depth of hold. Two engines 10 by 26 high pressure, 26 by 37 low pressure, compound twin screws. Boiler 16 feet 3 inches by 8 feet. Steambarge, engine and boiler all in excellent condition. Apply to

WILLIAMS, Branch Office, MARINE RECORD,
252 South Water St., Chicago. Ill.

WANTED IMMEDIATELY—A SCHOONER—Of about 40 tons register, of light draft, beam not to exceed 17 feet 10 inches. Apply to

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252 South Water St., Chicago.

FOR SALE.

TUG ANNIE ROBERTSON—Length 51 feet, beam 13 feet 6 inches, depth 6 feet, engine 14 inches square, and new steel boiler last August, allowed 125 lbs of steam. For further information enquire of

LAY BROS., Sandusky, Ohio.

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TUG WM. E. ROONEY—12 by 12, 100 lbs. of steam, draws 5 feet 4 inches. SYRACUSE—12 by 12, 100 lbs. of steam, draws 6 feet. For further information inquire of SULLIVAN & HUBBARD, Toledo, O

FOR SALE.

THE ENGINE now in the tug MUNDY, size 10 by 11. Price $250. Address L. S. DELAND or RUSSELL M. BRADLEY,
Bay City, Mich.

WINDLASS FOR SALE.

The undersigned have a Hadfield Patent windlass or a one and three-eighths inch bar chain for sale cheap. JOHNSON & BATES,
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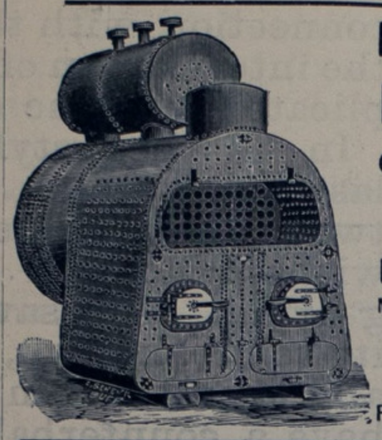

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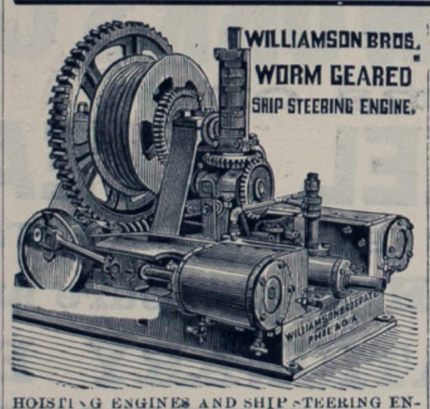

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PROPELLER TOLEDO—About 700 tons capacity. Apply to EBER WARD,
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SCHOONER MAJOR N. H. FERRY—Class A2, 171 tons. carries 200,000 feet of lumber on 8½ feet draft. Was thoroughly rebuilt three years ago and is in first class condition. Apply to

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SCHOONER MOSELLE—Class A2½, 245 tons, carries about 300,000 feet of lumber. Thoroughly rebuilt in 1886, and is in first class condition. Apply to MILLER BROS., 26 Market St., Chicago. Ill.

A GENTLEMAN of twenty years nautical experience just returned from Europe is desirous of a reengagement of master, mate or first class pilot, on steam or sail vessels. Address

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SCHOONER CITY OF SHEBOYGAN—Rebuilt last fall. Entire new outfit of sails, rigging and cabin furniture For further particulars address

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FOR SALE.

TWO STEAM FERRY BOATS—Will carry fifty passengers each; also, good-will and dock privileges. These ferry boats are operated on a ferry line that will clear $1,500 a year. A party interested is not a practical marine man and is engaged in other business, offers for sale entire business or will sell one-third interest to capable party to take full charge of same. Price, $3,900. $2,900 cash; balance on time Write for particulars. Address

MARINE RECORD, Cleveland, O.

FOR SALE.

FOR SALE, and must be sold quick—Too many partners.

Propeller Benton, A2. Average load, 300M. $28,000.
Barge Midnight, A2. Average load. 385M. $8,000.
Barge Roscius, B½. Average load, $6,000M.

Terms to suit purchasers if parties good. For further particulars, address,

N. D. FISHER, Cleveland, O.,
E. J. VANCE. Bay City, Mich.

FOR SALE

THE powerful tug J. W. Bennett. Length over all 95 feet, breadth 17 feet, depth of hold 9 feet, draws 9 feet of water. Engine 22 by 24. For prices and information address

SANDUSKY STEAMBOAT & FISHING CO.,
Sandusky, Ohio.

FOR SALE.

THE TUG CAL DAVIS—Over all 65 feet, beam 14 feet, depth of hold 6½ feet, draws 7 feet of water. Has boiler allowed 90 pounds of steam, outboard shaft (no engine.) All in good condition. Price, $1,200. For further information address

HENRY LAY & CO., Sandusky, Ohio.

WANTED.

I OWN A STEAMBARGE, and want to buy one or two barges or schooners to tow, that will carry from 500 to 550 M feet of lumber. Any person having any such boats, who will sell them at a reasonable price and on long time Address

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WANTED.

SITUATION AS PURSER—By a young man who has served seven years in that capacity. Good references if required. Boat sailing Lake Superior preferred. Address PURSER,
325 Theodore Street, Ottawa, Canada,

SCHOONERS FOR SALE.

THE ERIE & WESTERN TRANSPORTATION CO. will receive bids for the purchase of either or both of their two schooners Schuylkill and Annie Sherwood. The Company reserves the right to reject any or all bids. Bids will be received to and including February 1, 1888, by

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SCHOONER VERNIE M. BLAKE—For sale cheap. Capacity 60 tons; dimensions, keel 55 feet, beam 19 feet 6 inches, depth of hold 5 feet 6 inches.

Address 22 Territt street, Cleveland, O.

FOR SALE.

THE Steamers Russell Sage, John C. Gault, and A. L. Hopkins, all in first-class condition and rate A1. For full particulars address

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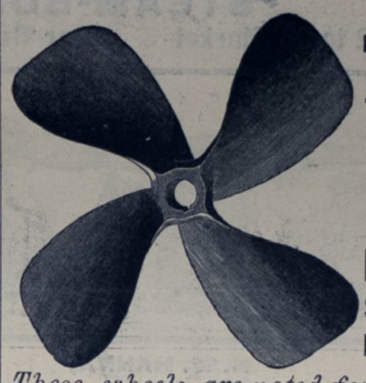

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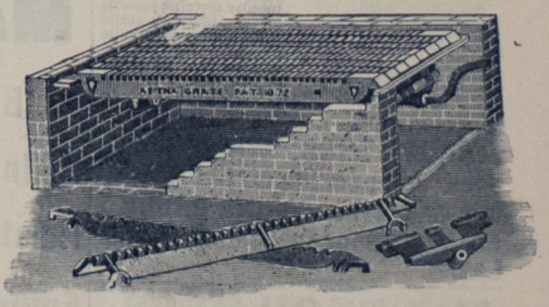

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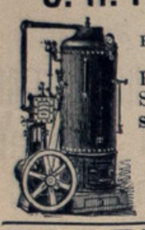

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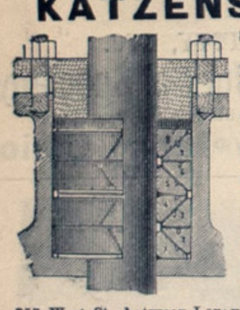

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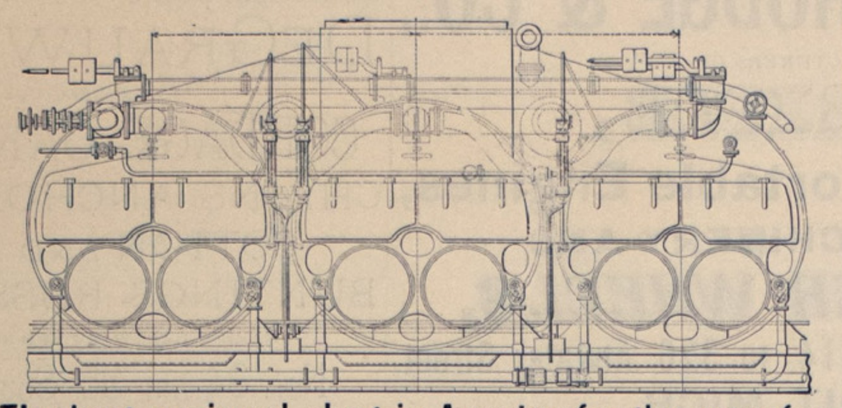

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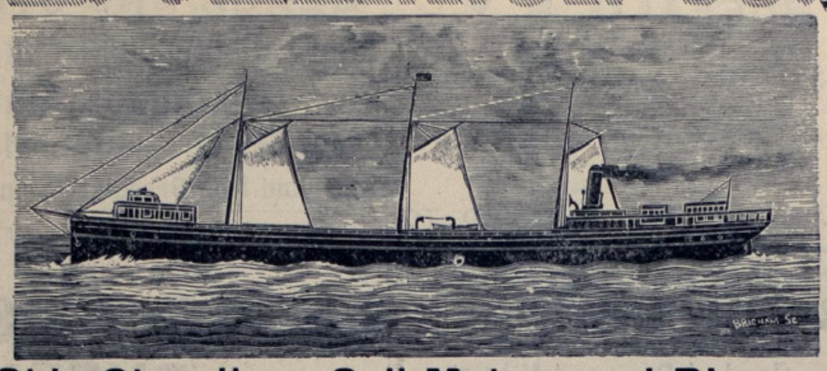

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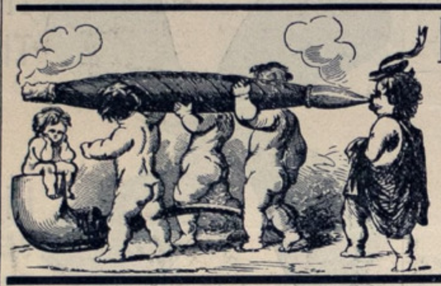

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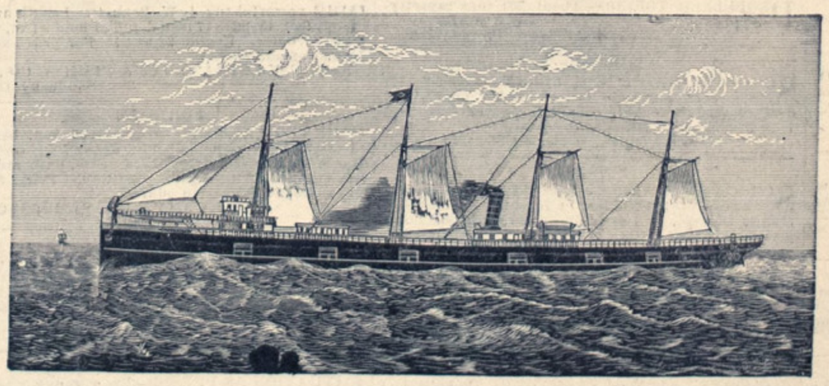

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